

AMENDMENTS TO THE CLAIMS

1. (currently amended) A pneumatic tire formed with peripherally directed grooves successively extending in a tire peripheral direction on a tread surface thereof,

wherein the peripherally directed grooves include broad width grooves having a groove width corresponding to 4 to 20% of a tread grounding width and having a groove central line that is apart from a tire equator in a tire axial direction by a distance that corresponds to 5 to 30% of the tread grounding width, and narrow width grooves of which groove width is smaller than that of the broad width grooves,

wherein said narrow width grooves are disposed on each side of at least one of said broad width grooves so as to form an inner rib of smaller rib width on the tire equator side and an outer rib of larger rib width on a tread grounding end side, the outer rib being separated from the inner rib by the at least one said broad width groove and the inner and outer ribs extending successively in the tire circumferential direction without any sipings, slots or other notches, and

~~wherein an inner rib on the tire equator side and an outer rib on a tread grounding end side are formed on both sides of the broad width groove to successively extend in the tire peripheral direction without including any sipings, slots or other notches, and~~

wherein a total length of groove widths in which the groove widths of the peripherally directed grooves are summed corresponding to 15 to 35% of the tread grounding width.

2. (currently amended) The pneumatic tire claimed in Claim 1, wherein the tread surface is configured having a preferred mounting orientation in which an inner tread surface edge is to the inside of an outer tread surface edge, and the at least one broad width groove is

located further outside of ~~the vehicle than~~ the tire equator toward the tread surface outer tread edge than the narrow in the preferred mounting orientation ~~when the tire is mounted to a vehicle.~~

3. (original) The pneumatic tire claimed in Claim 1 or 2, wherein both of the outer rib and the inner rib have a rib width that corresponds to 2 to 6% of the tread grounding width.

4. (cancel) The pneumatic tire claimed in any one of Claims 1, to 3, wherein the outer rib has a rib width that is larger than that of the inner rib.

5. (currently amended) The pneumatic tire claimed in Claim 1 ~~any one of Claims 1 to 4~~, wherein an inclination angle θ_1 of a groove wall on the tread grounding end side with respect to a normal line of the tread surface is larger than an inclination angle θ_2 of a groove wall on the tire equator side with respect to the normal line.

6. (currently amended) The pneumatic tire claimed in Claim 1 ~~any one of Claims 1 to 5~~, wherein the outer rib is formed between the broad width groove and a narrow groove extending between the broad width groove and the tread grounding end, and

wherein lateral grooves having a groove width of 3 to 7 mm are formed at intervals between the narrow groove and the tread grounding end.

7. (currently amended) The pneumatic tire claimed in Claim 1 ~~any one of Claims 1 to 6~~, wherein ~~at a tire outside portion that is located outside of the vehicle of the tire equator when the tire is mounted to a vehicle~~, a buttress region that is located further outside than 55% of the tread grounding width from the tire equator and further inside than 65% thereof is formed as a peripherally directed successive portion including no grooves or notches extending obliquely with respect to the tire peripheral direction.

8. (currently amended) The pneumatic tire claimed in Claim 1 or 2 ~~any one of Claims 1 to 7~~, wherein the tread surface is formed as a non-symmetric pattern that is non-symmetric

with respect to the tire equator and wherein the groove width of the broad width grooves among the peripherally directed grooves is largest.

9. (New) A pneumatic tire formed with peripherally directed grooves successively extending in a tire peripheral direction on a tread surface thereof,

wherein the peripherally directed grooves include broad width grooves having a groove width corresponding to 4 to 20% of a tread grounding width and having a groove central line that is apart from a tire equator in a tire axial direction by a distance that corresponds to 5 to 30% of the tread grounding width, and narrow width grooves of which groove width is smaller than that of the broad width grooves,

wherein said narrow width grooves are disposed on each side of at least one of said broad width grooves so as to form an inner rib on the tire equator side and an outer rib on a tread grounding end side, the outer rib being separated from the inner rib by the at least one said broad width groove and the inner and outer ribs extending successively in the tire circumferential direction without any sipings, slots or other notches, and

wherein a total length of groove widths in which the groove widths of the peripherally directed grooves are summed corresponding to 15 to 35% of the tread grounding width; and

wherein an inclination angle θ_1 of a groove wall on the tread grounding end side with respect to a normal line of the tread surface is larger than an inclination angle θ_2 of a groove wall on the tire equator side with respect to the normal line.

This listing of claims will replace all prior versions and listings of claims in the application.